

# Fuel for Thought

February 2005

The 939th Air Refueling Wing, Portland, Ore.

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Where to start? That's what I was asking myself at mass on Sunday as I tried to get over the shock of having yet another last minute suspense ("opportunity to excel") levied upon me, in the middle of making the abrupt professional change from fighters back to airlift (tankers), assume the day to day yet fore me changed level of responsibilities for holding on to the reins of the 939<sup>th</sup> MXG, attempting to sell a house in Phoenix, buy and close on yet another house here in the Portland area, get used to the inverse relationship the local area has with respect to sunlight and dry weather as compared to where I am coming from and worrying all the time about the amount of rust gathering on my poor Harley!

There I was, thinking to myself quietly "how can I pull out yet another rabbit from my hat?" And like an ecclesiastic miracle there it was – Fr. Todd's sermon was going through a scripture that talked about all of us only serving the one master (1 Corinthians 10-13 17) and I thought to myself -

that's it! The parallels are striking. Three core values – serving only one master – cool, this tasking is FMC already - I've got this one aced!

In the Air Force maintenance community, we have seen over the years a number of HQ AF Air Staff directed initiatives that have changed, re-organized, downsized, right-sized and refined the logistics career field in general

and aircraft maintenance in particular over and over again until what to all but the insane seems on the surface to be change for the sake of change. When will this wild ride stop? Programs with names like LCOM, RIVET WORKFORCE, OBJECTIVE WING, and most recently the CSAF Logistics Review - all made sweeping changes in the lives of the professional maintainer.

We do more now with

less. Less people – more non-core maintenance taskings. We track this and that performance metric, we budget, we manage programs at the squadron and group levels like, Dependant Care, Government Travel Card, Physical Fitness, Unit Ground Safety and AFOSH Programs and as if that were not enough we await what seems like the bi-annual change to AFI 21-101 (our "bible" on how exactly we organize, train, and fix 45+ year old aircraft in the 21<sup>st</sup> century). Are we not supposed to be fixing jets here?

Like the "Triad" that used to form this nation's nuclear defense policy or that "Trinity" that is spoken about in Christianity, the

*cont. on page 14*



## ***Inside This Issue:***

Chief's Corner	Page 2
Congratulations	Pages 3-7
939th Parade Participation	Page 8
Mayor Potter & ESGR	Page 9
MIA Team Member	Page 10-11
Medical & Dental Req	Page 12
USERRA	Page 13
Inaugural Events	Page 15
Sertgeant Look Sharp	Page 16

# LAUGHTER

I know this might sound like a strange subject for a Chief to talk about but for those of you who know me I'm sure you understand. I am a true believer in the old saying

"Laughter is the best Medicine". With all that is happening in the world today from terrorists to Tsunami's its sometimes hard to find a reason to have a good hardy laugh. But believe me you will be a better person in health and spirit if you do.

I was reading an article the other day that dealt totally with laughter so thought I would share a few excerpts with you. (Incorporating humor into your every day routine)

Figure out what

makes you laugh. Once you isolate what makes you laugh you can go out and look for those things.

Remember a funny moment. Start thinking about something funny that happened when you're feeling tense.

Lighten up. We take our life's work seriously but take yourself a little more lightly. When you throw your head back and laugh your not thinking of anything

else. Laughter is the best thing you can do for your health.

Find humor in seemingly ordinary, everyday things. Anything from funny road signs to a walking crow can inspire a good laugh.

Finally just appreciate the importance of laughter. The most powerful thing we are given is our ability to laugh. "It's our greatest gift", especially if we can laugh at ourselves and not take ourselves so seriously.

Finally I would like to say thanks to Maj Karen

"Jack" Magnus for the great job she has done. I have had many laughs with her and we will all miss her and wish her luck in her next assignment.

Chief Andy Anderson  
Chief Boom Operator



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939 ARW Commander

Col. William Flanigan

Chief of Public Affairs

Maj. Karen Magnus

Public Affairs Specialist/Editor/Admin

Vacant

# Congratulations

## Civilian

### Welcome

Lennon, Cari	939 MDS/SGPF
Plancich, Bradley J.	939 MXS/MXMPJ
Sturdavant, April M.	939 CF/SCB
Williams, Kristy A.	304 RQS/CCQ

### Promotions

Conrad, Heath	939 MSS/DPMSC
Lennon, Cari	939 MDS/SGPF
Firth, Dayne R.	939 AMXS/MXMV
Ellis, Norman M.	939 AMXS/MXMV
Chernishov, George	939 AMXS/MXAA

### Awards

Mattingly, James	939 MXS/MXMPJ
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## Military

### Welcome

SSgt Carothers, Sean T.	939 CES
SRA Davis, Tracy E.	83 APS
A1C Dodson, Stephen M.	939 MXS
A1C Dykstra, Jason D.	304 RQS
A1C Hawkins, Douglas W.	939 AMXS
SRA Huebsch, Nicholas A.	939 AMXS
A1C Hueuermann, Deanna M.	939 AMXS
A1C Iervolino, Kevin M.	939 MDS
SRA McHugh, Mark R.	304 RQS
A1C McHugh, Michael C.	304 RQS
A1C Parsons, Sara D.	939 MXS
TSgt Persson, Paul V.	939 ARW
SSgt Ruddell, Nathan A.	939 AMXS
TSgt Wettlaufer, James V.	939 LRS

### Awards

#### Meritorious Service Medal

SMsdt Fontaine, Bruce	939 AMXS
MSgt Wright, Brian	939 MDS
Maj Schadler, Eric	939 CES
SMsdt Cox, Dianna	939 MDS
MSgt Beshears, Daniel	939 SVF
MSgt Shulman, Robert	939 SVF
Capt Knapp, Charles	939 SVF
CMsdt Roberts, David	939 ARW

#### Commendation Medal

MSgt Grandstaff, Eric	83 APS
MSgt Sandquist, Craig	939 SVF

### Promotions

To MSgt	
Bernkopf, Klaus K.	939 OG
Cote, William E.	939 MSS

To TSgt	
Kuchabsky, Stephen JR.	939 MOF
Lynch, David P.	939 LRS
Smithline, Robert T.	939 LRS
Stine, Aron M.	
Lee, Dwayne M.	939 CES
Wanner, John S.	939 CES

To SSgt	
Hernandez, Lucas A.	939 OSF
Reininger, Jason W.	939 MDS
Rud, Robert A.	83 APS

To SRA	
Steele, Casey R.	939 AMXS
Thomas, Comarra R.	939 LRS
Willis, Erin J.	939 MSS
Cardwell, Shawn K.	939 MSS
Jenner, Jessica M.	939 MSS
Short, Meggan R.	939 MDS
Rogers, Ashley N.	939 CF
Stephans, Ryan T.	939 CES



*Col Robert Ferek, 939 MDS/CC, presented during the January UTA, from top left to right: SMSgt Dianna Cox with a Meritorious Service Medal, SRA Meggan Short with her new stripes, TSgt Noranne Hamilton with a safety award, SRA Adam Shepard with his new stripes, SRA Brian Rottweiler with a Letter of Appreciation, and SRA Jason Lane with a plaque for Outstanding Enlisted Person of the Quarter.*





*TSgt Aron Beal presents SSgt Jason Reininger with his induction into the NCO ranks.*



*MSgt Justin Mills is presented with a baby basket by Maj Barbara Dobroth.*



*SSgt Lucas Hernandez inducted into the ranks of NCO by MSgt Jason Beach..*



*MSgt Klaus Bernkopf inducted into the ranks of SNRNCO by MSgt Jason Beach,*



*ILT Sam Fenstermacher was presented a Letter of Appreciation by Lt Col Ken Lewis.*



*SRA Shawn Cardwell is presented with his new stripes by MSgt Mark Schackart and Capt Sher Gardner.*

*SRA Jessica Jenner is presented with her new stripes by MSgt Mark Schackart and Capt Sher Gardner.*



*CMSgt Cathy Sevier presents MSgt William Cote with his induction into the ranks of SNRNCO.*

*SMSgt PT Barnum is presented with a safety award by Capt Sher Gardner*





*1LT Steve Lee, MPF, enlists SRA Michael Lange into the Air Force Reserve. Lange will be part of the 939 MSS/DPM.*

*Maj Brent Payton, 939 MXG/CV, presented SMSgt Bruce Fontaine with his certificate of retirement on the January UTA.*



*Col Donald Cavin, 939 ARW/CV, presented CMSgt David Roberts with his certificate of retirement during a ceremony over the January UTA.*

*Col William Flanigan presented the flag to Lt Col John Silvia, III during Silvia assumption of command of the 939th Maintenance Group.*





### **Vancouver Veterans Day Parade on Saturday 11 November.**



MSgt Michael Rak - 939MOF, TSgt Michael Green-939 AMXS, SSgt Jonathan Edwards - 939 MXS were the 939th ARW representatives attending this function. We were invited by Retired Master Sergeant Earl Edwards (304RQS) to ride with Mustangs Unlimited car club in this event. The weather for this event was a sultry 37 degrees and clear. The parade started at 10am and lasted approximately 1.5 hours. The parade route started from the Pearson Air museum thru Fort Vancouver and to downtown Vancouver ending at the Red Lion at the Quay. The Mustang Unlimited hosted a luncheon for our three military members and all of the Clark County Coronation Court. All in all, the receptive and appreciative crowds that supported us and the luncheon and hospitality received from the car club were outstanding.

### **Meier & Frank Thanksgiving Day Parade on Friday 26 November.**

MSgt Michael Rak - 939MOF, SSgt Jonathan Edwards - 939 MXS were the 939th ARW representatives attending this function. We were invited by Retired Master Sergeant Earl Edwards (304RQS) to ride with Mustangs Unlimited car club in this event. The weather for this event was 39 degrees and clear. The parade started at 10am and lasted approximately 1.5 hours. The parade route started from the Northwest Park block thru downtown Portland. The Mustang Unlimited hosted a breakfast prior to the departure to Portland, and again SSgt Edwards and I were treated with great hospitality. Several downtown vendors gave us free hot chocolate and cider prior to the parade. During the parade numerous applause and cheers erupted as our vehicle with accompanying 939th ARW banners passed by. Comments from other military members and parade goers that attended the parade, reiterated that it was really about time that we (939th ARW) support more of these functions.





# ***Civic Leaders Get Eagle Eyed View of Guard and Reserve***

*by TSgt David Kuepper*



*Photo by Maj Karen Magnus*

A dozen local civic leaders and employers, including Portland Mayor Tom Potter were treated to a KC-135R Stratotanker ride to observe F-15 mid-air refueling operations during the January 22 UTA. The ESGR (Employer Support of the Guard and Reserve) sponsored flight afforded them the opportunity to gain a sense of what the Oregon Air National Guard and Air Force Reserve do at Portland. Hosted by the 142nd Fighter Wing and 939th Air Refueling Wing, guests were welcomed by the Wing Commanders, Colonels William Flanigan and Brad Applegate and given a safety briefing prior to the flight.

Walking out on the Reserve ramp in a light morning rain, the group posed for a photo, then boarded the aircraft for the 90 minute flight to the Klamath Falls refueling area and back. Passengers were allowed the run of the plane after reaching cruising altitude, which afforded magnificent views from the cockpit area and boom pod. As the tanker approached the rendezvous area near Klamath Falls where air to air refueling would commence, observant passengers were surprised by a stunning starboard view of a snow rimmed Crater Lake, water sparkling and laced with patches of ice. The main cabin allowed only 2 portholes on each side of the fuselage, but these were perfect vantage points for viewing the F-15 Eagles as they formed off the tanker's wingtips, providing photo ops for the passengers. Everyone had the opportunity to view the boom operator in action, as two people on either side of the boomer could get in the prone position for a close up view of the F-15's taking on fuel.

Soon it was time to return to base, and time seemed to fly by with all the activity inside and outside the aircraft. After landing, when asked to reflect on the experience at hand, Tom Potter stated "I was most impressed with the professionalism, commitment, and positive attitude displayed by the crew. It was a beautiful flight - the pilot detoured to Crater Lake because we were 15 minutes ahead of schedule. I would like to get more folks out here to experience this." Also impressed with the mission was Kay Weber, representing Portland Shriners Hospital Community Affairs: "Wow..." she exclaimed, "that was one of the most amazing experiences I've ever had in the air. Everything was done with such precision." Added Pat Grennan, also with Shriners, "Every citizen should be so thankful that you do this."

## A PERSONAL ACCOUNT FROM AN MIA TEAM MEMBER

The feel of the landing gear dropping, as the Miami Air Boeing-757 wheels touched down on the runway of Noibai International Airport, Hanoi, Vietnam, jerked me from the ghosts of the past to the present. Déjà vu. Forty years earlier, as a nineteen year old member of the Armed Forces; this city (Hanoi) represented everything America was fighting against. Communist China and the former Soviet Union were funding Vietnam's war against the United States as the super powers clashed during the Cold War.

In November 1965, crossing the Demilitarized Zone into North Vietnam was not even a consideration, let alone the Capital Hanoi. Flash forward forty years to November 2004. Here I was, an Augmentee on a Recovery Team. Our Team (RT-5) was one of five teams who would be upholding the commitment of United States to all of our country's fallen warriors on the battlefield – "Until they are home". Our five teams were part of Joint Field Activity 79 (JFA) in Vietnam, from the Joint POW/MIA Accounting Command (JPAC) at Hickam AFB, HI.

Somehow, the logistics fell together, to afford me have the privilege of serving on an MIA Recovery Team. From the time of the Warning Order, the OPORD (in August), to the point of landing in Hanoi Vietnam; I enjoyed outstanding support – from my Wing Commander to my fellow Reservists. Another round of logistics in Hanoi were endured before boarding a Vietnam Airlines Airbus from Hanoi

to Hue, Vietnam, where we would board vans and trucks and back-track north over the former DMZ to the crash/burial excavation site.

Day Three – Hue City, Vietnam, the scene of a bloody 44 day battle during 1968 between the Southern Viet Cong and the US Marines. Landing at Phu Bai, Airfield, we transferred to vans, stayed in Hue for a night and drove north the next day. Day 4 - October 21, 2004. We Crossed the 17<sup>th</sup> Parallel at the Ben Hai River the Demilitarized Zone (DMZ). The DMZ marked the line between North and South Vietnam from 1954-1975. Prisoners of War were exchanged on both sides across the Ben Hai River Bridge; the same bridge we



now routinely cross in 2004.

Three hours later, we arrived at the coastal fishing town of Dong Hoi, where we would spend the next 23 days commuting an hour each morning and afternoon to the excavation site near the farming village of Cu Nam. Every day, for 22 days, anywhere from 60 to 80 local villagers assisted our Recovery Team in field archaeological excavations of a crash site and a burial site of an F-105D Thunderbolt and its Pilot. Most of the work was tedious and mundane, interplayed with moments of discovery. One day in particular will always rest in my memory.

On that particular day, myself and an Explosive Ordnance (EOD) NCO, who served with me in Kosovo, were sweeping the crash site for metal fragments and possible unexploded ordinance. While we were me

thodically sweeping step by step over the site, a local farmer appeared and told us of a day (25 years earlier), when he discovered aviator related personal effects.

He took me and the EOD NCO about 200 meters into the jungle beyond the crash site. There, he communicated to us that he found an Air Force issue green aviator watch with a manufacturing date of 1966 (Our pilot was the only pilot to crash in the area April 1966), an issue Survival Signal Mirror, a flight boot and a Zippo cigarette lighter in a rough 5 meter area. That was a good day in the field!

Through forensic analysis of the personal effects and mitochondrial DNA analysis of bone fragments, JPAC archaeological field methods have identified the MIA

remains of our pilot to be those of 1Lt Lee Adams. First Lieutenant Adams was Flight Number 4 (Volvo 4) of a four ship flight returning from a combat mission over North Vietnam. The Flight had completed their primary strike mission and were conducting road reconnais

sance, when Volvo Four spotted two trucks moving on the road below. The Flight Leader cleared Volvo 4 to attack the trucks; Number 4

entered a 25 degree dive, on a 20mm strafing pass, but did not recover from the dive. 1Lt Adams was listed for years as Killed in Action (KIA) remains not recovered until JPAC forensics and the efforts of a lot of caring people positively identified him for his Family.

In retrospect, the Recovery Team Mission with JPAC brought closure to many unanswered questions for me, regarding the



Vietnam War. The ghosts don't come around as much as they used to now. God Bless America.

"For two generations, you have demanded a full accounting of Americans whose fate is undetermined, and my administration will not rest until that accounting is complete"  
– George W. Bush



# MEDICAL AND DENTAL REQUIREMENTS

We all know how busy our UTAs are, and it's even worse when you hear you are scheduled for a physical at the medical squadron. Your thought is "Great, I don't have enough time to complete what I need to and now I have to sit in the clinic for four hours to complete my physical." We actually hear this quite often, but many don't know how the annual physical has changed over the last 5 years. Believe it or not, most routine physicals can be completed in under 30 minutes. Detailed physicals usually take a little longer due to the fact that a dental exam is required. Our future goal is to make it possible for an individual to complete the routine physical without even coming to the medical squadron. This is still in the working process and will be published once we have completed the steps on how it will work. Detailed physicals are every three years and will always have to be completed at the clinic. One of the most important items to remember is that **you must have a physical every year** and before you can be scheduled, **you must complete the online questionnaire.**

One area that we continue to see a problem with is dental. As stated above all detailed physicals will have to sit in the military dental chair, no question. As for routine physicals, AFRC came up with a plan that every member must see a civilian dentist and have the DD 2813 signed off and brought to the clinic. Well that brings up the question, "if we are directed to see a civilian dentist why isn't AFRC paying for it?" I wish I could give you an answer, but I can't. This question has been put before 4 AF and AFRC many times who are looking at how to elevate this issue. In the meantime, they have suggested that individuals use an insurance program that is managed by Tricare named United Concordia. The monthly cost is approximately \$9 - \$10 and is taken directly from the individual's UTA pay. Information on how to contact United Concordia is located below.

Any questions about medical and dental requirements can be answered by calling (503) 335-5243.

## Annual Medical Requirements:

- Member **must** complete annual physical by the end of their birth month.
- Annual physical can be completed 6 months prior to member's birth month.
- Health Risk Assessment questionnaire must be completed to be scheduled for annual physical. The questionnaire can be completed 6 months prior to the member's birth month.
- If member does not complete their annual physical requirements, by the end of their birth month, **they will be profiled no pay / no points.**
- Cholesterol testing is no longer a requirement for routine or detailed physicals, so fasting is no longer required. This test can be accomplished at the request of the individual or doctor.
- For females, PAP/Breast exams and mammograms are no longer a requirement.
- The online questionnaire can be found by going to the base web page and clicking on the Medical Squadron link or by going to <https://www.wbits.afrc.af.mil>

## Annual Dental Requirements:

- During a **detailed** annual physical the member will be examined by the 939<sup>th</sup> MDS dentist.
- During a **routine** annual physical the member must visit their civilian dentist and complete a DD 2813; which must be brought to the 939<sup>th</sup> MDS by the end of the member's birth month. DD 2813s can be picked up at the 939<sup>th</sup> MDS or printed from the base website.
- If member does not complete their annual dental requirements, by the end of their birth month, **they will be profiled no pay / no points.**

## Dental Insurance:

**United Concordia**  
Contact Information:

<http://www.ucci.com>

TRICARE Dental Program (Conus)  
1-800-866-8499

TRICARE Dental Program Enrollment and Billing  
1-888-622-2256

## **UNIFORMED SERVICES EMPLOYMENT AND REEMPLOYMENT RIGHTS ACT**

### **Who qualifies**

The pre-service employer must reemploy those members returning from uniformed service if:

- In most cases, the person gave notice that he or she was leaving for uniformed service
- The cumulative period of service does not exceed five years per employer, with certain exceptions
- The person was not released from service under dishonorable or other punitive conditions
- The person reported back to the civilian job in a timely manner or submitted a timely application for reemployment
- The person was performing voluntary or involuntary duties for the Army, Navy, Marine Corps, Air Force, Coast Guard and the commissioned corps of the Public Health Service or one of their reserve components
- The person was undergoing federal training or service in the Army National Guard or Air National Guard
- The law includes part-time and probationary employees, if there was an expectation that the job would continue.
- Applies to all U.S. employers, regardless of size, and to employers abroad that are controlled by US-based companies. Applies to private and public organizations.

### **Employer obligations**

- Guarantee pension plan benefits that accrued during military service.
- Individuals performing military duty of more than 30 days may elect to continue employer-sponsored health care for up to 18 months; however, they may be required to pay up to 102 percent of the full premium. For military service of less than 31 days, health care coverage is provided as if the service member had remained employed.
- All pension plans are to be protected.

- Cannot discriminate against a person on the basis of past military service, current military obligations or an intent to serve.

- Employers must make reasonable efforts to qualify returning service members who are not qualified for reemployment positions that they otherwise would be entitled to hold for reasons other than a disability incurred or aggravated by military service. Employers must provide refresher training, and any training necessary to update a returning employee's skills in situation where the employee is no longer qualified due to technological advances.

- Returning service-members must be reemployed in the job that they would have attained had they not been absent for military service.

### **What employers can do**

- The law does not apply to temporary hires. There must be a reasonable expectation that the employment will continue indefinitely or for a significant period

- Employers may hire a temporary employee during the absence of the uniformed service member

- The position given the returning service member *might* not be the same job the person previously held. For instance, if the person would have been promoted with reasonable certainty had the person not been absent, the person would be entitled to that promotion upon reinstatement. On the other hand, the position could be at a lower level than the one previously held, it could be a different job, or it could conceivably be in layoff status.

- Training will not be required if it is an undue hardship for the employer. If reasonable efforts fail to qualify a person for reemployment positions, the person must be placed in a position with the status and pay nearest to a position the person is qualified to perform.

Air Force has for some time now had its three core values. In the maintenance of “antique” aircraft up here in the great Northwest, our maintenance troops all put their service before themselves and their personal comfort and pull off mechanical miracles each and every day. The fact that we can keep as many of them as we do Fully Mission Capable (FMC) as we do clearly shows the excellence in all they do and finally the fact that our folks do it day in and day out with very little fanfare, little if any direct intervention on the part of the officer corps shows the unrivaled integrity out today’s outstanding and highly technical enlisted force. During the Cold War there is a persistent story told of the fact that the Russians used to have Officers turning the wrenches on their aircraft since they could not trust their conscripts. Day in and day out, across this nation, Air Reserve Technicians, Traditional Reservists and reserve members in an increasing number of statuses, pull of what used to be done with regulations and directives. We now do them with Air Force Instructions like AFI 21-101. We long for the good old days of AFR 66-1, but when it gets right down to laying a ruler up against ourselves now; we still a darned good job even with all that change.

Each and every day we get up and the date has changed or locally the weather has changed; we have another trial or tribulation in our personal lives that changes us in ways that only show on our face or in the color of or lack of our hair. We master these personal changes for the most part without grumbling; and we press on and get the job done. It seems nowadays that the only constant is change itself. I noticed this Wing has mastered change over the years rather nicely; and I don’t imagine any of the citizen soldiers are going to stop doing that now as the pace of change accelerates - we all serve the same master – the call to service in the armed forces in defense of freedom.

I am truly honored by the opportunity that has been granted me to become a member of your organization and hope to become a stabilizing force in the Maintenance Group – steering us through the change that is sure to be at each of our door steps tomorrow in the defense of this great nation.



• **Reemployment is excused if an employer’s circumstances have changed so much that reemployment of the person would be impossible or unreasonable. A reduction-in-force that would have included the person would be an example.**

• **Service members may be required to pay the employee cost, if any, of any funded benefit to the extent that other employees on leave of absence would be required to pay.**

*Source: U.S. Dept. of Labor*

**For more information about the National Committee for Employer Support of the Guard and Reserve, visit [www.esgr.org](http://www.esgr.org) or call 1-800-336-4590. For more about federal employment laws and other information provided by the U.S. Department of Labor, visit [www.dol.gov/asp/programs/guide/userra.htm](http://www.dol.gov/asp/programs/guide/userra.htm), [www.dol.gov/vets/](http://www.dol.gov/vets/) or call 1-866-487-2365.**



## 939<sup>th</sup> participates in Inaugural Events

By Brian Durbin



*TSgt Kevin Cole, SRA Robert Mayner, TSgt Ken Hair, TSgt Derrick DelMonico, and SRA Brian Durbin were several of the members of the wing that were invited to participate in the Inaugural events.*

The first event we attended was the “Salute to Those who Serve” Gala. It was an honor to sit behind President Bush and the First Lady. Also in attendance were Vice-President Dick Cheney and his wife, along with Secretary of Defense Donald Rumsfeld and his wife. The Gala was hosted by Kelsey Grammar. Appearances were made by Daryl Hannah, Rick Schroeder, Gloria Esteffan, Len Swan, Ms USA, John Michael Montgomery, Daryl Worley, Bebe Winans, and Lee Greenwood. Many of the Armed Forces talents also performed such as the Air Force drill team, and the Army Jazz Band.



Former President George H. W. Bush read one of the letters he wrote home after he was shot down in WWII. Some of today’s soldiers and airmen also read letters they had written of their experiences. Sixty of the Medal of Honor recipients received the biggest standing ovation of the night.

*Photos taken by Brian Durbin and Kevin Cole*

The next day we took a trip to DC to tour some of the historical sites, but that was cut short due to snow. However, that evening we were able to tour Air Force One and were given souvenirs for attending. The next event was the Inaugural Parade. It was a very chilly wait to get through the security lines. We eventually made it through and claimed our spot on 15<sup>th</sup> street where we caught a glimpse of the President and First Lady and waved at them as they drove by in their motorcade. There were many marching bands, drill teams, and so on, that followed and were reviewed by the President. It was a once in a lifetime experience.



# Ask Sergeant Look Sharp

## Sgt Look Sharp Question of the Month

**I am getting married in my service dress, can I wear an Aiguillette...**

Aiguillettes distinguish officer aides and attachés. The aide to the President and Vice President of the US, White House social aides and aides to foreign heads of state, wear aiguillette on the right; other aides and attachés on the left. The only members authorized to wear an Aiguillette are USAF Honor Guard, and Arlington National Cemetery Chaplains, Base Honor Guard, Color Guard, Drill Team, Military Funeral Detail, and Office of the Joint Chiefs of Staff Military Security Force.  
Reference: AFI36-2903AFRCSup1  
Chapter 5 – Para 5.5 Pg 112

### Did you know...

Authorized Individuals may wear the Leather A-2 flying jacket with flight suit, hospital whites, or service uniforms (not service dress uniform). Do not wear with civilian clothes. Attach MAJCOM patch and name tag with velcro. Name tag is 2 x 4 inches, brown or black

leather, simulated leather. Emboss with wings, first and last name, rank, and USAF. Members may add an inside pocket, at their expense, when it does not detract from

the external appearance. The Wing and Star patch maybe worn by individuals not assigned to a MAJCOM. Issue brown leather flying gloves may be worn.  
Reference: AFI36-2903AFRCSup1  
Chapter 3 – Table 3.6  
- Pg 101

### Acronym of the month...

**TACP**—Tactical Air Control Party  
Reference: AFI36-2903  
Attachment 1 - Pg 130

### Term of the month...

**Field Conditions**—Those conditions that provide member with temporary sleeping accommodations not suitable for regular occupancy, and subsistence that includes rations or

prepared meals common to the operation. These conditions occur during operations, maneuvers, war games, and field exercises, actual or simulated.

Questions, Comments Suggestions,  
E-mail [neal.therrien@portland.af.mil](mailto:neal.therrien@portland.af.mil)

